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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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C-O-N-F-I-D-E-N-T I-A-L

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(FOR KEY SEE REVERSE)

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Attached is as received

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COUNTRY Czechoslovakia

DATE DISTR. 28 Feb. 1955

SUBJECT Railroad Lines: New Construction,
Improvements and Repairs

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THIS IS UNEVALUATED INFORMATION

Prague to Kolin (N 50-02, E 15-12)

1. In 1954 a third track was under construction in this two-track segment. Groundwork had been completed but track had not been laid. Electrification of the line had also been completed. Electric wires and poles ran the length of the line but the power was not being used. no information on the strength or source of the electric power.

Kolin to Ceska Trebova (N 49-54, E 16-27)

2. This was an old two-track line. electrification was still in progress in September 1954. Some curves were also being straightened in order to increase speed of the trains. no specific data on which curves were being straightened. an old tunnel had been blown up in 1953 near Chocen (N 50-00, E 16-14) in order to permit more speed for the trains. When work was done on any portion of the segment, traffic continued along the route, using one track.

Ceska Trebova to Prerov (N 49-27, E 17-27)

3. This segment contained an old two-track line.

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Prerov to Ostrava (N 49-50, E 18-17)

4. No changes or activity were seen [] along this old two-track segment.

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Ostrava to Zilina (N 49-13, E 18-44)

5. The old two-track line which ran along this segment was also unchanged

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Zilina to Spisska Nova Ves (N 49-57, E 20-34)

6. The two-track line running along this segment was completely repaired and reconstructed from 1947 to 1953. It was repaired in sections but was in constant use while the repair work was going on.

Spisska Nova Ves to Kosice (N 48-42, E 21-15)

7. As of 1952, an old one-track line was in continuous use. Construction on a new two-track line had been started in 1950 and was progressing slowly. This new line ran in a direction parallel to the older line but it had its own roadbed and right of way.

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Kosice to Cerna pri Cope (N 48-26, E 22-06)

8. The one-track line, which [] had been augmented by a two-track line running alongside it and following the same direction and roadbed. [] it was built by the Soviets.

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Zilina to Bratislava

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9. [] in 1952, it consisted of two old tracks. []

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Brno to Tisnov (N 49-21, E 16-26)

10. This route had a new two-track line which followed the direction and roadbed of the old one-track line. []

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[] the new line was completed in 1954.

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Tisnov to Zdar na Morave (N 49-34, E 15-57)

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11. The old one-track line was still in use in 1954. [] a new two-track line had been built between the two cities and that it ran straighter than the old line to permit greater speed. The dates of its construction were not known [] this route was to be electrified in 1955. As a link in the system from Prague to Bratislava, it was expected to cut about 50 km. from the original run. [] the original purpose of the new line was to increase speed of freight transportation.

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Roznava (N 48-40, E 20-32) to Turna nad Bodvou (N 48-36, E 20-53)

12.

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[] a seven-kilometer tunnel

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had been constructed on this route []

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[] the line would connect Bratislava and Kosice by the southern route and would provide direct connection to some towns that were formerly accessible only by roundabout routes.¹

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Kolin to Pilsen via Prague

13. Travel on this route was being expedited by the construction of a railroad bridge south of Prague. The bridge, which was close to the suburb of Mala Chuchle, would eliminate running the route through the city itself and would also connect rail lines on both sides of the Vltava River. [redacted] in September 1954 [redacted] it was completed except for one span. (See page 4 for pinpoint location and details.)
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- 50X1
1. [redacted] Comment. The issue of Zemedelske Noviny dated 26 January 1955 reported that this line was opened to traffic on 23 January 1955.
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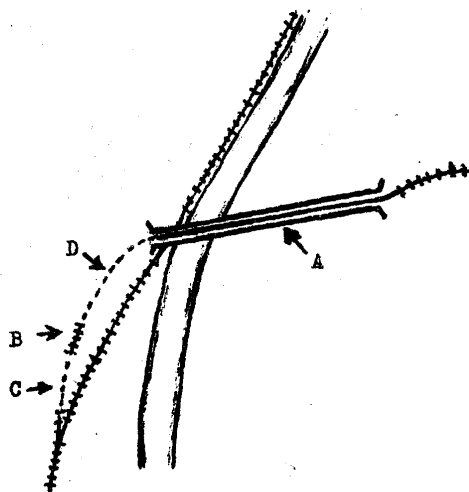
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Location of a Railroad Bridge Under Construction Near
Mala Chuchle (Prague)

456
5544 +

Map Ref: Sheet 3953/3W
AMS Series M872
PRAHA WEST, Czechoslovakia
Scale: 1:25,000



459 + 5541

LEGEND:

- A. Bridge
700 m long
10 m wide
25 m high
Cement arch
Span type
- B. Track separating tunnels
- C. Tunnel RR 150 m long
- D. Tunnel RR 300 m long

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